

[illegible]

men in a fashion which would have been resented by them in the case of a Trollope or a Dickens.—*Chambers.*



Library of Australia

no little experience, and considering all things, she rendered the part extremely well. Sigor Romani was in splendid voice. There was a full orchestra, and a fast chorus. To-night, "La Favorita" is to be produced.

TIN ONE.—The following is a return of tin forwarded from Murranand Railway Station during week ending June 12 :—Scots, 3 tons 3 cwt. 2 qrs. 16 lbs. A, 16 cwt. 2 qrs. 22 lbs.; Swinton, 4 tons 6 cwt. 3 qrs. lbs.; total, 8 tons 6 cwt. 1 qr. 3 lbs.

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Check Olographs in Gift Frames, Inlaid Cabinets, 1
stands, No.-Chas. Moore and Co. request us to call the
of some of our furniture dealers, and others, to their
of a fine assortment of the above, at their sale
231-Street, this day, at 11 o'clock.

fat cattle—1536 cattle for the week's supply, were penned and passed the hammer today, leaving disposal to-morrow. With exception of some Glengarry cattle, these forward were of middling and inferior quality, there was no country buyers present.

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JUNE 3, 1875.

would they accept Mr. Townsend as leader, and so finally the hon. member, who is rarely found in any other thing he undertakes, was compelled to announce his resignation. He had no doubt that if he were elected he would have had better success for some one else. This occurred on Tuesday afternoon, and both branches of the Legislature after short statements as to the progress of their respective business adjourned until Friday morning at the Council Hall next Friday. After the lapses of an hour or two Mr. Boncutt, who during the late electoral campaign elected himself to represent the district, issued a manifesto indicating the policy he and his party would carry out in the event of their getting into power, was sent for. Mr. Boncutt had taken no previous notice of the matter, and it was therefore understood that owing to the elevation of Mr. Stowess to the Judicial Bench, he was anxious to devote more attention to his private business and less to political matters. The manifesto was read by Mr. Boncutt, and the same day and late in the evening of the day on which he had undertaken the work he was enabled to announce to the Governor the formation of the following cabinet:—Mr. J. P. Boncutt; Chief Secretary, Hon. William Morgan; Attorney-General, Mr. James G. Foy, Q.C.; Treasurer, Mr. J. Colton; Commissioner of Public Lands, Mr. W. H. Smith; Minister of Agriculture and Education, Mr. Ebenezer Ward. Individually no doubt this team is strong; but it is, nevertheless, very inexperienced. It may be said that the Government has chosen a man of official experience, and he is well qualified to occupy the position of leader, although he has never

RT.—MOR

to the witness Stittles for 10s. Committed for trial at Quarter Sessions.

John Frederick Goodwin was charged with larceny. Constable Kelly deposed that between 9 and 10 o'clock Saturday night, acting upon information received, he apprehended the prisoner in a house in the Strand, and charged him with the larceny of a watch, valued at 5s not paid for. Mrs. McDonald; he gave up 2s, and said that he heard the rent of the house, 2s, was paid by the prisoner. He is charged with larceny in Elizabeth-street, N. S. W., of a watch, valued at 25s not paid for, in order to pay her fare; as he did not return the watch, he was charged with the larceny of the watch. Mrs. McDonald, deposed that she received from McDonald a bank note for 5s to take her fare. He took it to the driver, who said that he did not know the man, and that he did not know what passed, and that he had change, and was going to the witness Stittles for 10s. Committed for trial at Quarter Sessions.

BEFORE Mr. District Court Judge WILKINSON.

The coach he went into Price's public house and asked change; he went to other places asking for change, and then said he would go to his sister's; he then turned down a dark place by St. Francis' Church, where three persons held him up and robbed him of \$100 by the throat, almost choking him, and threatening that they would kill him, while he took \$2, 4d. in money and watches out of the bag witness was in from the robbery. He ran away as fast as he could to the police. William Luck, the driver of the omnibus, corroborated the evidence of the conductor as to the means by which prisoner obtained the money. The man going to the office was proceeded about ten minutes, and the lad did not return aboard his journey. Prisoner was committed to trial, first in respect of the £26-note, and secondly as to the great forgery perpetrated on the bank.

Refered to Mr. Justice Hurd, Solomon

assumption by him of the Crown Lands Department is a direct evidence of want of confidence in Mr.

Ward, who was regarded by all parties as the man best fitted for that office in the event of any Ministerial changes, and whose lead upon the land question Mr. Baucous was a month or two ago, content to follow. The fact that Mr. Baucous was a member of the House of Representatives was important, but it shows a suspicious amount of distrust in Mr. Ward that he should be kept out of an office for which he considered himself pre-eminently fitted, and foisted into a position which neither he nor any one else ever wanted, he would occupy. Mr. Baucous has shown any number of times that he is a man of education, intelligence, and creation of a new department—that of Agriculture—is transparently intended as a sop to the hon. member and to his numerous bucolic friends. Mr. Morgan, who will represent the Ministry in the Upper House.

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The new Ministry took their seats in the Assembly to-day, and the usual formal statements were made to the House. The Premier (Mr. Boucquet) asked for next week's adjournment to enable him and his colleagues to attend the funeral of the late President, and the business of the session. He stated that as far as such questions as public works, railway extension, immigration, additional taxation, education, law reform and the like were concerned, the Government would be ready. The Government were united and would introduce the necessary legislation without delay. A discussion ensued during which the new team met with a good deal of playful criticism, indicative, however, of good feeling.

A case of considerable magnitude has been occupying the attention of the Supreme Court during the past week. It arose out of the construction of the Great Western telegraph line. In 1870 Messrs. Darwin and Co. were awarded the contract to construct 1,000 miles of the line, each section being 250 miles in length, at £4,000 mile for section A, and £380 a mile for section B. The contractors were to find everything but the wire, which was to be furnished before the 1st January, 1872. Early in May, 1871, the whole of the first section had been poled, and 150 miles had been wired. On the 1st of June, 1871, the Government, as representing the public, annulled the contract, and the contractors sued himed wrongfully and with *malâ fides*, and

Mr. McMillan alleged that he had originally offered the stock to the Reclamation Service for \$100,000, and that the Reclamation Service, by contract, \$35,700 for work and labour done, and \$34,380 for interest on the two amounts for four years at 10 per cent, making a total claim of \$149,980. The court found that the contract was not made, that Mr. McMillan was not ready and willing to complete the contracts—that the work was not progressing in a satisfactory manner—and that Mr. McMillan was justified in the fact that he had not been offered the stock. The court entered on either side, and the contract promises extended to some three or four weeks had not the evidence been restricted. After a few days' sittings he reduced the questions to the jury to two—first, whether, under the contract, McMillan had not power to do as he pleased; and 2nd, whether the *orders* of the Government produced the same results. The jury found in favour of McMillan. Shortly afterwards, as the result of another suggestion from the judge, the counsel agreed to a conference or a compromise, and after an hour's consultation the counsel for the Government agreed to a plaintiff to be paid for the 91 miles poled and wired at a price of \$100,000, and for the 90 miles poled at a price to be fixed upon, and for the stores on no advances made. The court found that the plaintiff also interest in the Court are of opinion that the jury have not given interest as damages; the verdict to be without prejudice to the right of either party to move the court for a new trial, and that the rejection of the evidence was wrong; the condition of the

tion of payment for work and labour done was wrong. The question of penalties to be the subject of a separate report is thus accepted. The plaintiff's claim will be divided down to about £12,000, instead of £120,000, but the precise amount will be settled to-morrow.

MINING BOARD OF NEW SOUTH WALES.

The Board met yesterday morning, pursuant to adjournment, at the Board-room, Public Works Department, 100, Macquarie Street, Sydney, the Hon. Mr. Justice Griffin, Barnes, Sweney, Gannon, Copeland, and D. C. Browne.

The minutes of the preceding meeting were read and confirmed.

The suspended regulations not being yet returned from the Department of Mines, the Board adjourned until 9 o'clock to-morrow.

On ressembling in the afternoon, the Board resolved to refer to its sub-committees of the whole for the purpose of considering the following resolutions:

Resolved, That the Board be empowered to make such regulations as may be necessary.

Resolved, That the Board be empowered to make such regulations as may be necessary.

The Board adjourned until half-past 10 o'clock on Tuesday morning.

MARAVILLA COCOA.—Taylor, Brothers, London, having the exclusive right of the controlled Cocoa, invite comparison with the best of the market, and are enabled to supply the most sustaining power. The trial will establish nutritive, and invigorating breakfast, luncheon, and a soothing refreshment after a late evening.

MARAVILLA COCOA.—The Globe says:—"Taylor, Brothers & Co., London, have the exclusive right of the controlled Cocoa, and are enabled to supply the most sustaining power. The trial will establish nutritive, and invigorating breakfast, luncheon, and a soothing refreshment after a late evening."

very other sugar in the market. Entirely soluble, a delicious flavor, and the most reliable of the purest elements of nutrition, distinguish the Marzani's Cocoa from all other consumers of Cocoa, especially invalids and dyspeptics we could not recommend a finer, agreeable or valuable beverage.

For further favorable opinions vide STANBARD, MARZANI'S COCOA, & CO., NEW YORK, JACOBSON, JACOBSON, & CO., & CO.

HOMOPOLYMER, a chemical preparation, which has obtained such a world-wide reputation, is manufactured by the Homopolymer Chemical Works, Ltd., of London, and the skill and experience of the Homopolymer staff, aided by the combination in an eminent degree the purity, the aroma, and the solubility of the CHOCOLATE, made in one minute without boiling.

BROTHER'S CHOCOLATE are prepared exclusively by F. VOLLGUT, of Zurich, Switzerland, and are sold in all the best confectionery and tin-plate shops by telegraphers and others all over the world.

The **CHOCOLATE** is prepared in the most perfect manner, and is prepared from the choicest seed and the finest ingredients, prevents fermentation, and at the same time retains the pungency of the cocoa, and is of a most agreeable and palatable quality, and accomplishes. The double-superfined quality is specially adapted for medicinal purposes.

Mills-Drick-Lake, London. Export Chocology.

Mills-Druck, Berlin.

Forty-four persons were fined 5s., or 10s., or 2

having been found drunk in public places; while others, similarly charged against, whose no previous conviction was known, were admonished and discharged. The two latter classes were not taken into custody, but charged with using indecent language, were each fined \$20., and Elizabeth Truss and Andrew Gay were each fined \$10. on their charges.

On the 20th inst. a small Pranger, vagrant, who had been found lying drunk in public places, was removed to be imprisoned one month.

On the same date there were fourteen cases, six of which were not prosecuted. Thomas Margit, George Lincoln, and John D. Smith, were charged with being drunk, and preferred by Julius Lefx; the information was taken against Margit and Lincoln, while Adams was ordered to pay a penalty of \$30, with profession of guilt. The two latter were released on their own bail of the defendants. Two cases under the Dower

Wives Act were heard, and orders made—in Jones's case, that he should be imprisoned for 14 days (or 40s. a week); in the latter case with the addition of 5s. professional costs to Mr. Roberts—Mr. Pigott appeared for the other side. Warrants were ordered to issue against three landladies against whom proceedings were taken—namely, Bedford v. Benke, Russell v. Gillman, and Russell v. Benke, and other v. Benke. Despatch v. York was also before the court, and the defendant was charged with having caused a lame sheep to be cruelly ill-treated by driving it over a railway track. The defendant was charged with having caused a lame sheep to be cruelly ill-treated by driving it over a railway track. The defendant was charged with having caused a lame sheep to be cruelly ill-treated by driving it over a railway track.

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EXTRAORDINARY DISCOVERY OF HUMAN REMAINS.

SOME discovery has been caused in the Queensway district by the excavation of the remains of a human skeleton, under circumstances rather extraordinary.

An Inquest was held last Thursday, and the following evidence given:

Constable M'Donnough stated: On the 16th March I went to a locality at Birra, where there are limestone caves; all discovered all the bones now produced, except one skull and two teeth. The first found them about five or six feet in depth, and in width a little more than would admit the body of a man; there were not sufficient for a person, and they were not arranged as if dead, and appeared to me as if they had lain there three years; I collected all the bones I could find; a short time after I returned to Birra, I met Mr. J. W. G. and Mr. McNamee Road; I brought the bones into Queensland.

By a juror: "There was dust in the cave where the bones were found; I knew the bones there were only a few days before I was there."

James John Morton Wright stated: "I am a stone setter in Quantico on or about the beginning of February, 1901. I was sent to the cave at Buza, about seventeen miles from Quantico; I delivered the bones to the coroner there which induced me to go to a cave near London, Ontario; it was the name of the cave was about two or three miles from London, Ontario. I had information that there was human bone, to go into the cave; he did not, I readed me out a human skull, a thigh bone, and a number of bones, I took them to the coroner at London, Ontario, he said, but a large skull, a bone in the cave; I noted before Hutchinson removed the bones that there were some bones in the cave; I had notice that there were some skulls were burnt; this is the skull that I had notice that brought with me; I did not notice any road near the cave; I went there about what time I did not know; I found both in the upper and lower jaw, there were more teeth than there are now; the teeth are good and rot and decayed; the remains of the lower jaw on the right side were broken and I found the jawbone on the right side to be of an average size; I found the skull and jawbone lately to senior-geologist Brennan."

Wright, and reside in Quantico; I am a servant to the coroner at Quantico; I was sent to the cave at Buza, Ontario, of last February I accompanied Mr. J. J. M. Wright, and from there to a cave about 7 or 8 miles from London, Ontario; I found the bones of a human skeleton of a man; they were partly covered with sand

[illegible]

An inquest was subsequently held, when the jury returned the following verdict: "That the death of the deceased was caused by the explosion of a quantity of giant powder which was being prepared in cartridges in an office occupied by J. N. Risdon, contractor for the removal of Kinross Rock. That the explosion was occasioned by the setting on fire of a box of detonating caps lying on a bench of the office, which was held by J. Clark, foreman of the work, and one of the sufferers, which flamed up and exploded a box of detonating caps lying on a bench a few feet from an 8-lb. cartridge just filled by J. N. Risdon, who was the contractor for the removal of Kinross Rock." The office in which the explosion occurred, should be greatly censured for permitting the manufacture of cartridges in such a neighbourhood, adjacent to dwellings and

giant powder to be stored on the same premises. We understand that the city ordinances do not prohibit the storage of giant or Hercules powder within the city limits; and we recommend that an ordinance be passed by the Board of Supervisors forbidding the storage of giant or Hercules powder or dynamite in quantities over 50 lbs. within the city limits, or the storage of detonating caps or black powder in the same premises with giant or Hercules powder or dynamite, and the absolute prohibition of the transportation through the streets of this city of nitroglycerine."

ENGLISH RAILWAYS.

The following extracts from the reports of two great

lence: the teeth are all perfectly sound, and the facial angle is about 60 or 65 degrees: the palia declares itself

North-Western Railway Company for the half-year ending the 31st of December, 1873, states that the net profit of the company for the half-year was £1,466,998, to which was added £8537, the balance from the last account, making the disposable balance £1,475,535, out of which it was recommended that a dividend at the rate of 7½ per cent. per annum on the ordinary share capital be declared, and the balance of £1,388,750 be carried forward to the half-year account reserved for passengers, &c., during the half-year amounted to £1,988,750, against £1,957,191 in the corresponding half of 1873, showing an increase of £31,668; and for goods, mineral, and cattle receipts to £1,656,740, against £1,600,000, showing an increase of £56,740. The total gross receipts for the half-year amounted to £3,645,490. The total gross receipts for

the half-year amounted to £24,645.40, against £24,672.90 in the same half of 1873, showing an increase of £27.50. The goods and minerals carried was 22,131.90 tons, against 22,123.63, showing an increase of 8.27 passengers. The goods and minerals carried during the half-year amounted to £342,188 tons, against 13,617.44 tons in the same half of 1873, showing an increase of 11,758.64 tons. The only addition to the company's extension line to Bolton, 23 miles in length, which was opened for passenger traffic on the 1st of January, 1874, was now waiting the approval of the Board of Trade Inspector to be made available for passengers. In pursuance of the decision of the Court of Exchequer in the North London case, and pending the question which of the two companies should be allowed to run the line, the directors had found themselves compelled to pay the demand of Government duty on a large amount of third-class passenger traffic, carried at rates of 14 pence per mile, which was a heavy burden upon the company. Under these circumstances, it appeared desirable that railway proprietors generally should take steps to be made known to the company for the injustice of this penalty upon their passengers. The directors therefore were bound by law to do for the poorer class of passengers; and the directors therefore suggested that the shareholders should sign and return to the secretary the enclosed resolution, which was forwarded to the Secretary of the Prime Minister and to the Chancellor of the

Eschequer. The exceptional course taken by the Midland Company of abolishing altogether the conventional dividend, and of paying the whole of the profits to the shareholders, has not, however, received the anxious consideration of the directors, who believed, in common with every other railway Board, except the Midland, that that course would be injurious to the welfare of the company in general. They had, therefore, decided, in concert with neighbouring companies, to retain the three classes of fares and carriages, and to give some greater facilities than hitherto to the middle class, and to keep the fares as low as possible, in this policy, though the reduction of prices necessitated by the Midland competition might cause considerable loss of profit. The meeting would be made special and extraordinary, and would be called for the creation of the balance of new capital under the Acts of 1873, and to authorise the directors to dispose of it on the most advantageous terms, as the money was required for the purposes mentioned in those Acts. The proposed dividend was £238,260, and the vote on capital account, amounting to £382,260, which were no longer required, had been written off the outstanding liabilities. Further votes of the proposed dividend were £100,000; for the purchase of engines, and waggon, to the amount of £240,000; additional steamboats, £100,000; widening line between Ordsall-land and Eccles, £100,000; and additional works on Freeton and Wyre line, £22,666. For additional works on the line between Freeton and Wyre, £22,666. For additional works on the line between Freeton and Wyre, £22,666. For additional works on the line between Freeton and Wyre, £22,666.

The receipts on capital account to the 31st of December last amounted to \$93,478,037, and the expenditure, including 21,234,233 expended during the past half-year, to \$72,233,102—leaving a balance of \$21,244,835.

The half-yearly general meeting of the North-Eastern Railway Company was held at York, under the presidency of the chairman, Mr. G. Loeman, M.P., on the 25th of May, 1874. The report of the directors, having been taken as read, the chairman proceeded to the expenditure on capital account, which, up to the end of the year, had amounted in all to £20,258,270. During the last half-year the expenditure on capital account had amounted to £1,250,000, and for the year it was £266,560; so that altogether in the year 1874 they had expended nearly two millions in accommodation for the better working of the traffic and in new works for the improvement of the line and the safety upon the lines. Drawing attention to the amount of the money expended on rolling stock as an answer to the complaints of freighters made at a meeting at London on the 20th of May, he observed that the present value of what they had expended on rolling stock amounted to close upon \$8,000,000. Of this expenditure on working stock, nearly \$3,000,000 had been spent within the past five years. The amount so expended was, he said, the only expenditure repaid by the any other company in the kingdom in proportion to the mileage. (Applause.) There was yet a large quantity

of the £400,000 of orders. The extent of about £400,000 was not delivered, and they could not get delivered. Since the end of the year they had ordered 80 more locomotives. On the whole, they had been doing their best to meet the requirement of the district, and had succeeded in a manner which had given satisfaction to the majority of those with whom they had to deal. ("Hear, hear," and applause.) It was said that the North-eastern railway had a monopoly, but Parliament in its reports had already said that the North-eastern men who traded upon the line in an advantageous position over those where there was extensive competition. (Hear, hear.) Glancing at the extensions which had been put forward for entering upon in those very districts where late years had been originated, the chairman said they were committed now to an outlay in the mining district of £1,000,000. Allusion had been made to the dividends the company had been making, and the reason that the mineral interests in the district were not fairly and reasonably dealt with; but the net result of the company was only equivalent to 65 per cent. upon the capital employed in the undertaking; and he ventured to say that the gentlemen who found fault with the charges for the carriage of their minerals that inasmuch as the dividend upon the £1,000,000, but only £170,000, the remaining guaranteed capital of £830,000, at 4 and 5 per cent. that it might be well for them to compare that moderate dividend with the more ambi-

themselves provide. Appalling as it seems, when they they had paid in 1874 was £8 6s., or the least they had paid since 1870; and he might say that, on a calculation he had made, it appeared that the charge divided they had paid since the amalgamation of the two lines. Mr. Leeman said that the receipts and expenditure, Mr. Leeman said that their passenger income seemed to show that the charges—the rush from first and second—had practically spent themselves. While 4000 less passengers had been carried, they had got £2300 more money. In the second-class they had carried 30,000 more passengers, and received £2200 more money. In the third-class 63,400 more passengers, and got £16,700 more money. Of the 16,000, 6000 passengers had been in the second class, and 10,400 in the third class. These figures, he thought, showed that the large travelling population in the first and second classes required any present changes on the part of the com-

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